

OPTION 1: OFFICE DEVELOPMENT

I. STUDY AREA DEVELOPMENT STAGING

| Staging Objectives and Project Goals |
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| A. Connection between the development and Clopper Road <i>Construction of bridge over CSX rail line and extension of Watkins Mill Road.</i> |
| B. Additional Road Capacity for Future Watkins Mill Interchange at I-270 <i>Completed extension of Watkins Mill Road between CSX rail line and I-270</i> |
| C. Access to Interstate (I-270) <i>Completion of Watkins Mill Road Interchange</i> |
| D. Linkage to Frederick Avenue and Secondary Access to Site <i>Completed extension of Watkins Mill Road from I-270 to Frederick Avenue and Bridge over Metropolitan Grove Road</i> |
| E. Local Transit Access <i>Corridor Cities Transit way Constructed to Study Area</i> |

The implementation of staging elements for development will be controlled by the approval process for the Mixed Use Development (MXD) Zone through the schematic development plan (SDP) approval process.

II. STUDY AREA DEVELOPMENT ASSUMPTIONS

- A community charrette must be held regarding this proposed option as part of development submission.
- Provide property for transit right-of-way and transit station.
- Provide right-of-way for Watkins Mill Road extended.
- Provide right-of-way for I-270 Interchange.
- Provide for possible transit rail yard.
- Preserve and maintain environmentally sensitive areas and establish additional parks throughout the development that are outside of environmentally protected areas.
- Preserve 27 acres of City-owned parkland.

- The area north of the CSX tracks, west of the CCT right-of-way, south of the proposed transit rail yard and east of the City boundary will be used as a park and or school site. Whether the site can or will be used as a school site will be determined by conducting feasibility and need assessments involving the City and Montgomery County.
- Provide pedestrian and bike connections to uses within and adjacent to the development.
- Incorporate green building development techniques.
- At the time of each proposed development a traffic study shall be performed and must meet Transportation Theme requirements.
- Density of development to be determined by the Mayor and City Council during the Schematic Development Plan process in accordance with the adopted Education and Transportation themes.

III. OFFICE USE OPTION CONSTRAINTS

- Phasing of development and the total office square footage for each phase will not be approved until a traffic impact study is submitted and determined to be acceptable.
- High density office will be located near the transit station adjacent to the CSX tracks extending north into the site. This provides a presence along I-270 and the core of the density should be adjacent to the transit station for easy accessibility for office users.
- Adjacent to and northwest of the high density office development and adjacent to and east of Watkins Mill extended and the I-270 interchange will be designated medium density office. This provides a presence along I-270 and Watkins Mill Road extended and allows for easy access to I-270, the office uses and transit.
- A hotel should be located east of the I-270 access ramp and Watkins Mill Road extended intersection and north of the medium density office development. This provides a presence along I-270 and Watkins Mill Road extended and allows for easy access to I-270, the office uses and transit.

- Adjacent to and west of Watkins Mill Road extended and adjacent to and east of the CCT right-of-way will be designated low density office development. The low density office use reduces the visual impact to the proposed park/school site and the neighboring residential development. This also allows for a research and development or storage facility component that would not be suitable in the medium to high density office areas.
- Adjacent to and east of the high density office development and adjacent to and west of the city-owned parkland will be designated medium density office. This area still has easy accessibility to the transit station and the reduction of height reduces the visual impact from the city-owned property and increase the visibility of the core high density office development.
- Commercial development such as personal service, retail and restaurant uses should be located on the first floors of the high density and medium density office structures.
- Pedestrian and bicycle paths should be provided connecting the office use to surrounding residential uses and parks.
- Telephone call centers and other users that would require higher parking requirements should only be considered when structured parking can be provided.
- Higher densities in the early stages of development should be considered In order to encourage structured parking to limit environmental impacts.
- Innovative stormwater management techniques should be employed such as bio-retention ponds located within or near parking areas.

IV. OFFICE USE OPTION PROS and CONS

The development of Pros and Cons were developed using citizen comments during the study area work session and the relevant adopted themes. As per the community work sessions, the themes included Recreation, Environment, Transportation, Housing, Economic Development, and Education. During the review of a proposed development, the plan will be compared to the adopted Themes.

PROS

- Ability to develop simultaneously with transportation improvements and have much needed transportation improvements completed.
- No school impact (other than new workers and families moving into existing homes in area).
- Provides an employment destination and reduction in vehicular trips due to transit site.
- Opportunity to build on the City's strength as a science and technology center.
- Opportunity to develop higher densities near mass transit to increase use and need for transit station.
- Potential for a larger 'campus-type' development.
- Tax revenue (net revenue of office uses tend to be higher than that of residential uses).
- Provides employment and commercial opportunities adjacent to residential areas (home to work concept).

CONS

- Not maximizing development potential due to site orientation to transit (current transit way ridership models anticipate mixed use development).
- Uncertainty of the development staging and success due to a single use.
- Difficult to create a 'sense of place' without a lively mix of land uses.
- Isolated employment location that is not active 24 hours/day.
- Potential building impacts to surrounding neighborhoods.
- Requires a greater amount of parking (surface lots and structures) to serve the commercial or office uses. Potential for large impervious parking lots (lack of shared parking potential requires that all spaces be provided at the same time for the single office use).
- Ability for office market to support development (market may not absorb a major office development in the short term).
- Development will create additional traffic. Traffic impacts will be higher during peak hours.

